

OREGON TRANSPORTATION SAFETY ACTION PLAN

Chapter 8 – Implementation and Evaluation

prepared for

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prepared by

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IMPLEMENTATION AND EVALUATION

[Note to reviewers: This chapter is closely linked to forthcoming chapters related to challenges and opportunities, actions and performance measures. This chapter will change as other chapters of the draft plan are completed]

How the TSAP fits into Practice

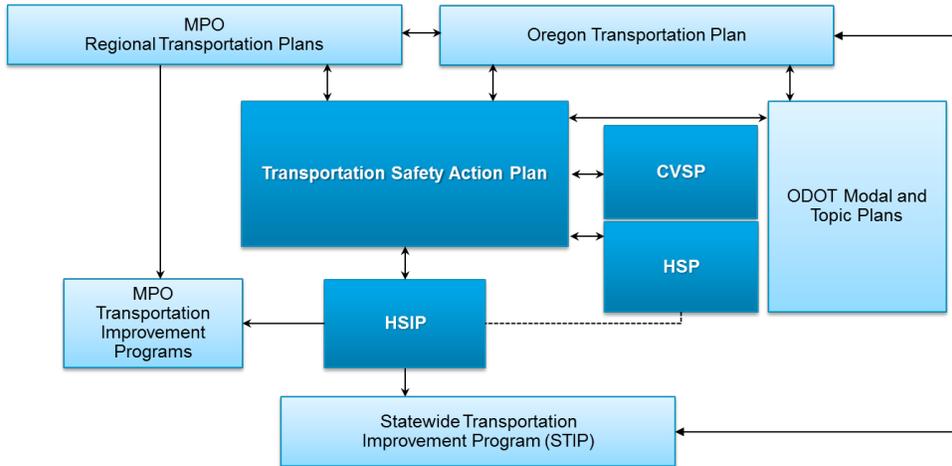
The TSAP is the framework for engaging residents, stakeholders, employers, planners, engineers, enforcement agencies, and emergency medical service providers across the state in improving safety on all roads in Oregon. Over time and with engagement from everyone in Oregon the vision of zero fatalities and life changing injuries on Oregon roadways by 2035 can be achieved.

The TSAP goals for improving safety culture, improving infrastructure, facilitating healthy and livable communities, taking advantage of best available technologies, facilitating communication and collaboration and targeting strategic investments serve as a foundation for integrating behavioral and engineering safety practices into all aspects of planning, programming and policy activities in the state. While safety specific plans and programs are critical to achieving the vision for safety in Oregon, it is also important that traditional transportation planning and engineering plans, programs and policies proactively integrate safety into decision making processes..

The TSAP provides long-term overarching safety planning, engineering and behavioral goals that can be implemented at the state, MPO, county and local level (Figure 8.1). Typical long range transportation plans, transportation system plans and transportation improvement programs for state, regional and local jurisdictions need to have a safety focus in addition to all other considerations in the document. Using the goals, policies and strategies in the TSAP, planners and engineers can track and plan for safety on the transportation system by:

- Reviewing past, current, and future (if possible) safety trends— how many fatal and serious injuries are occurring?
- Developing safety goals, objectives, measures, and targets—what is the desired number of fatalities and injuries?
- Identifying transportation safety programs and projects to achieve results— what activities are needed to achieve the vision and goals?
- Monitoring and evaluation—what is the performance of the system over time?

Figure 8.1 Plan Linkages (CS will update the content, format and legends of this figure)



This approach to safety fits within the context of the traditional transportation planning process, which agencies already use to set goals and objectives, complete data analyses, identify programs and projects, and evaluate progress towards safety priorities. The TSAP provides a framework for state, MPO, county and local planners, engineers and stakeholders to create a safer culture and system for Oregonians.

The TSAP also provides actions for eliminating fatalities and life changing injuries in the very near future. These can also be used to inform project, program and policy concepts, evaluation and decision making at the State, MPO, county and local level. The strategies and actions in the TSAP will directly influence planning and programming activities for the Oregon Highway Safety Plan and the ODOT Highway Safety Improvement Program.

Example long-term and near-term coordination, implementation or outreach roles or activities for agencies and stakeholders in Oregon are summarized in [Table 8.1](#)

Table 8.1 Example Activities and Role

Agency	Activities, roles
ODOT	<p>Lead state in vision, culture, direction, and best practices inside and outside of the agency to advance safety planning, programming and policies.</p> <p>Lead and integrate the vision of no fatalities or life changing injuries in all DOT activities from system and project planning through construction, maintenance and operations.</p> <p>Integrate quantitative safety planning and engineering through</p>

Agency	Activities, roles
	<p>all business units.</p> <p>Serve as a collaborator and communicator with all agencies and stakeholders in Oregon to improve safety on all roads</p> <p>Lead public education to change safety culture for all users of the transportation system.</p>
Oregon Health Authority	<p>Continue collaboration with ODOT to integrate health and transportation.</p> <p>Add transportation safety education to public health education programs</p> <p>Continue collaboration with ODOT to integrate crash data and transportation related pre-hospitalization, trauma and hospitalization data to improve Oregon crash data and analysis</p>
Metropolitan Planning Organizations	<p>Elevate multimodal transportation safety planning in long-range planning processes;</p> <p>Use the TSAP as a resource for local goals, policies strategies and actions.</p> <p>Collaborate with partner state and local agencies and stakeholders to identify and prioritize solutions for near term safety issues (spot specific and systemic treatments).</p> <p>Advance safety culture education and programs.</p> <p>Integrate transportation safety programs into on-going activities.</p> <p>Collaborate with enforcement agencies and emergency service providers to improve services for residents.</p> <p>Develop regional safety action plan to support long range plans in the region</p>
County and Local Agencies	<p>Evaluate local spot specific and systemic safety needs; develop plans and programs to address needs.</p> <p>Collaborate with the state, MPO and stakeholder partners to educate the public about local and regional behavioral issues.</p> <p>Integrate safety programming, planning and policy into local</p>

Agency	Activities, roles
	<p>planning.</p> <p>Develop coalition with enforcement and EMS providers to target and improve specific community needs.</p>
Private Entities and Non-Profit Organizations	<p>Refer to TSAP to identify education and marketing topics for employees and stakeholders.</p> <p>Collaborate with regional and local partners to elevate safety issues and integrate safety into local planning and policy documents</p> <p>Collaborate with enforcement and EMS to identify targeted education and marketing campaigns.</p>
Enforcement Agencies	<p>Collaborate with local, MPO, and state partners to advance safety culture within organizations and with the public</p> <p>Collaborate with local, MPO and state partners to develop targeted enforcement or education campaigns to address critical behaviors identified in the TSAP.</p> <p>Educate the public and local, state and MPO partners about critical and emerging issues which could be addressed through the planning and programming processes</p> <p>Identify and deploy best practices related to impaired and distracted driving education and enforcement</p> <p>Identify and deploy best practices related to crash data collection, compilation and transfer.</p>
Emergency Medical Services	<p>Apply concepts from the TSAP to advocate for best practices in funding, training and deployment of EMS services.</p>

Monitoring Progress

Implementing the goals, policies, strategies and emphasis areas to achieve the vision will require a great deal of commitment from the Oregon Department of Transportation, MPO, County and Local planners and engineers, stakeholder agencies and advocates as well as employers and private citizens.

The Oregon Traffic Safety Division (TSD) at ODOT administers federal funds for behavioral safety programs. In 2014, TSD managed [ODOT please provide information about value of

programs]. The ODOT Traffic-Roadway Section administers federal funds for engineering improvements to all roads in the state. In 2014, [ODOT please provide information about value of programs].

When Chapter 7 Performance Measures is complete or nearly complete, CS will write a few paragraphs about monitoring the TSAP performance measures. Considerations likely to include summary of current reporting requirements for TSD, Traffic-Roadway and ODOT key performance measures; how our performance measures feed into this and will be continually monitored, and possibly implications to MPOs after MAP-21 rules are published.